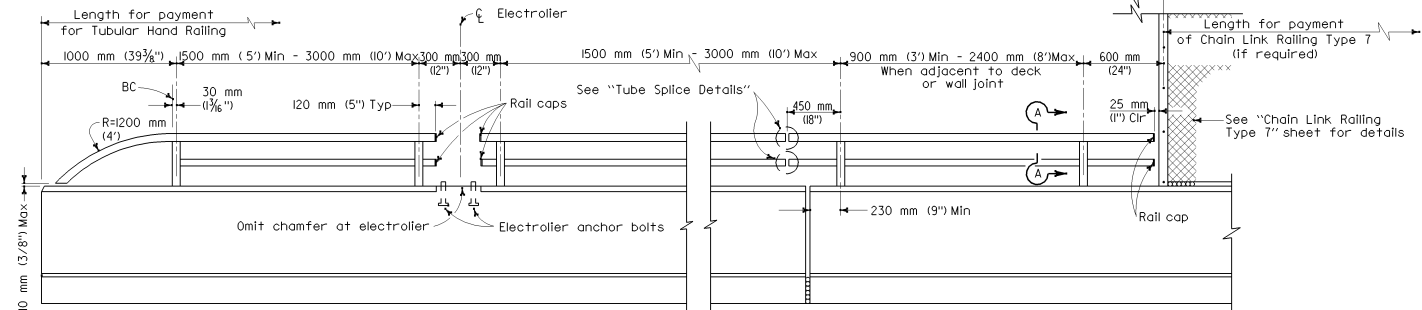
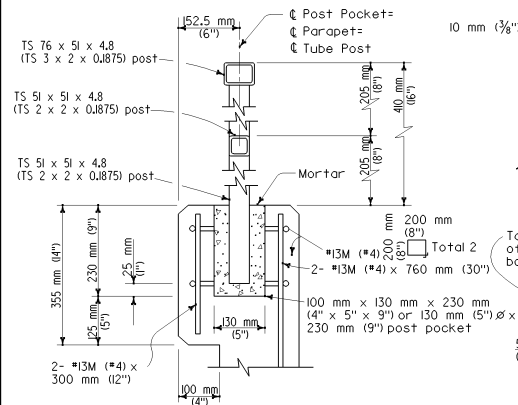


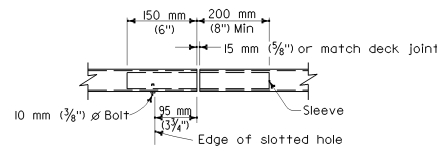
TYPICAL SECTION

RAIL CAP

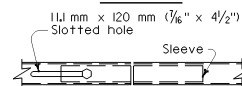
[TS 76 × 51 × 4.8
(TS 3 × 2 × 0.1875) similar]



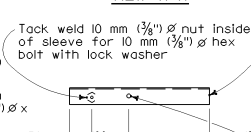
POST ANCHORAGE DETAILS



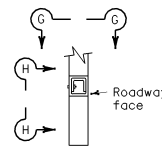
VIEW G-G



VIEW H-H



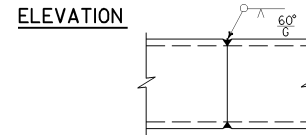
SLEEVE



SECTION

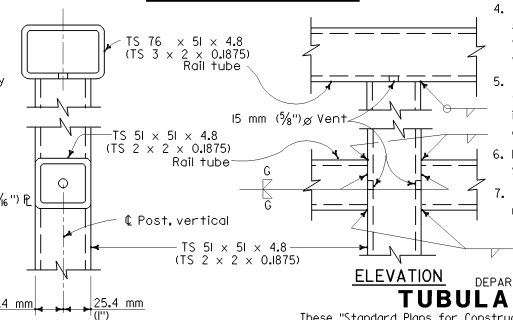
NOTES:

10 mm ($\frac{3}{8}$ ") \varnothing Nut tack welded to sleeve may be replaced by drilled and tapped hole in sleeve.



ELEVATION

TUBE-WELDED SPLICE



SECTION A-A

RAIL CONNECTION DETAILS

NOTES:

1. Galvanize roll assembly after fabrication.
2. Post shall be normal to rolling.
3. Roll tubes shall be shop bent or fabricated to fit horizontal curve when radius is less than 300 m (985').
4. Tube splices shall be located in the tubes spanning deck or wall joints. Increase joint width in tubes to match expansion joint width and increase sleeve length correspondingly.
5. Top roll tube shall be continuous over not less than two posts except a short post spacing is permitted near deck or wall joints, electroliners, or other roll discontinuities as noted.
6. For details and reinforcement not shown see Standard Plan BII-54.
7. See project plans for limits of tubular hand rolling.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TUBULAR HAND RAILING

These "Standard Plans for Construction of Local Streets and Roads" contain units in two systems of measurement: International System of Units (SI or "metric") and United States Standard Measures shown in the parentheses (). The measurements expressed in the two systems are not necessarily equal or interchangeable. See the "Foreword" at the beginning of this publication.

NO SCALE

B11-51